NEW JERSEY

STATE HIGHWAY DEPARTMENT

1959 - 60

CONSTRUCTION PROGRAM

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NEW JERSEY
STATE HIGHWAY DEPARTMENT
1959 - 60
CONSTRUCTION PROGRAM

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1959-60
CONSTRUCTION PROGRAM LEGEND

PRIMARY AND URBAN ITEMS

INTERSTATE ITEMS

NON FEDERAL AID ITEMS

LEGEND

FEDERAL AID INTERSTATE ROUTES — 95

U.S. NUMBERED ROUTES — 130

OPERATING N.J. STATE HIGHWAYS — 91

ROUTES UNDER CONSTRUCTION

PROPOSED ROUTES

PARKWAYS AND TURNPIKE

CONNECTING ROADS

NOTE:-

ITEMS- 14, 15, 16, 22, 23 AND 48 ARE JOINT FEDERAL OR MISCELLANEOUS STATEWIDE PROJECTS

ITEM-47 ENGINEERING STUDY

1958

OPERATING STATE HIGHWAYS

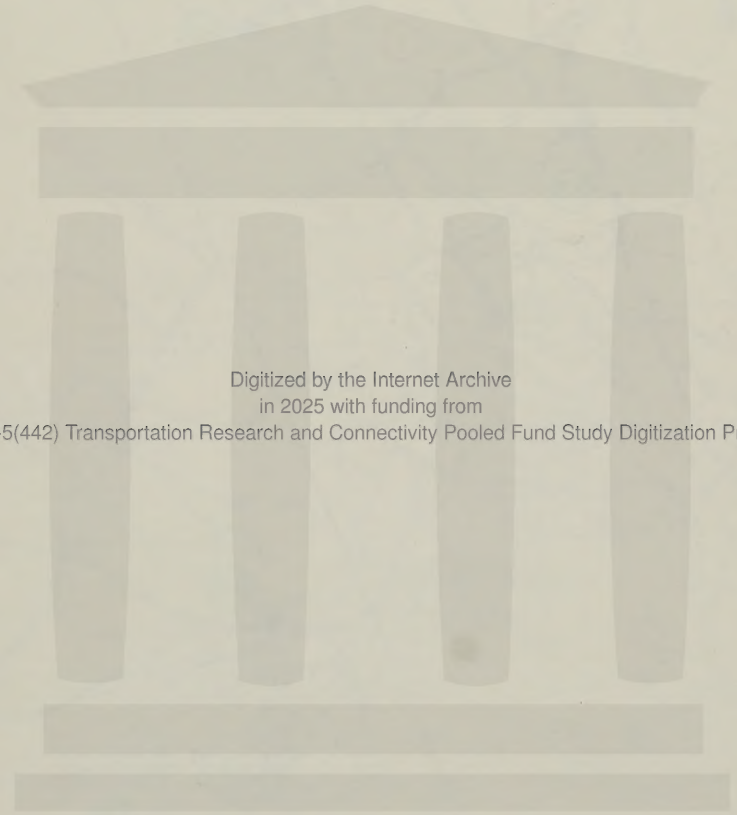
STATE OF NEW JERSEY

PREPARED BY
NEW JERSEY STATE HIGHWAY DEPARTMENT
BUREAU OF PLANNING AND TRAFFIC
IN COOPERATION WITH
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MAP SCALE 0 4 8 12 16 MILES

INSET SCALE 0 2 4 6 8 MILES

AUG. 1958



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NEW JERSEY STATE HIGHWAY DEPARTMENT

1959-1960 CONSTRUCTION PROGRAM

Revised July 22, 1959
September 15, 1959

AVAILABLE FUNDS

Summary

	Federal Funds		State Funds			
		Total	Matching	Non-Matching	Total	Grand Total
1956 Federal Aid Act 50-50 (Fiscal Year 1960)						
Primary	$5,488,333		$5,488,333	$500,000		
Urban	9,857,490		9,857,490	500,000		
		$15,345,823			$16,345,823	$31,691,646
1956 Federal Aid Act 90-10 (Fiscal Year 1960)	57,956,760		769,640	1,000,000		
			*5,670,000			
		57,956,760			7,439,640	65,396,400
Anticipated Balance of Interstate Funds (90-10) Available from Previous Construction Programs		1,800,000	200,000		200,000	2,000,000
Non-Federal Funds				14,714,537		
				** 5,670,000	20,384,537	20,384,537
TOTAL		$75,102,583			$44,370,000	$119,472,583

22.5

* Matching Funds provided in Bergen County by Port of New York Authority

** State Funds made available through matching of Federal Funds by Port of New York Authority

Fed. 97.6

57956
22
80

75 102
44 370
119 472

NEW JERSEY STATE HIGHWAY DEPARTMENT

Bureau of Planning & Traffic

July 22, 1959
Revised September 15, 1959

1959-1960 CONSTRUCTION PROGRAM

Primary & Urban Projects 50-50

ITEM	ROUTE	DESCRIPTION	COUNTY	FEDERAL	STATE	TOTAL	ITEM
1	3	Hackensack River Bridge-R.O.W.,Superstructure & Approaches	Bergen-Hudson	$2,300,000	$2,300,000	$4,600,000	1
2	4	Hackensack Avenue Ramps - Interchange Revision	Bergen	250,000	250,000	500,000	2
3	17	Ridgewood Avenue - Grade Separation & Island Closings	Bergen	500,000	500,000	1,000,000	3
4	21	Highfield Lane to Route 3 - Completion of Project	Essex-Passaic	1,000,000	1,000,000	2,000,000	4
5	U.S.22	Mountain Ave.,Bound Brook - Grade Separation,R.O.W.& Const.	Somerset	900,000	900,000	1,800,000	5
6	U.S.22	Liberty Avenue Viaduct - R.O.W. & Construction	Union	1,000,000	1,000,000	2,000,000	6
7	U.S.130	Rt.U.S.206 & Ward St.-Grade Separation, R.O.W. & Const.	Burlington	1,000,000	1,000,000	2,000,000	7
8	U.S.130	Haddonfield Road - Grade Separation-Completion of Project	Camden	1,050,000	1,050,000	2,100,000	8
9	129	Route 29 to Scotch Road - Completion of Project	Mercer	1,110,450	1,110,450	2,220,900	9
10	U.S.40	Rt.48 to Delaware Memorial Bridge-R.O.W.,Utilities & Const.	Salem	1,250,000	1,250,000	2,500,000	10
11	U.S.202	Three Bridges to Holland Brook - Dualization	Hunterdon-Somerset	1,500,000	1,500,000	3,000,000	11
12	208	N.Y.S. & W.R.R. Bridge - Construction	Bergen	200,000	200,000	400,000	12
13	U.S.322	Weymouth to County Road Spur 561 - Dualization	Atlantic	750,000	750,000	1,500,000	13
14	U.S.1	Woodbridge Avenue Grade Separation-R.O.W. & Const.	Middlesex	1,000,000	1,000,000	2,000,000	14
15		Joint Federal Project		258,755	258,755	517,510	15
16		Miscellaneous-Construction, R.O.W., Engineering, Utilities and Contract Adjustments	Urban	776,618	*1,276,618	2,053,236	16
17		Miscellaneous-Construction, R.O.W., Engineering, Utilities and Contract Adjustments	Primary	500,000	*1,000,000	1,500,000	17
			TOTAL	$15,345,823	$16,345,823	$31,691,646	

* Includes $500,000 non-matching funds for Non-Federal Participating Items.

1959-1960 CONSTRUCTION PROGRAM (Continued) Revised July 22, 1959 September 15, 1959

Interstate Projects 90-10

ITEM	ROUTE	DESCRIPTION	COUNTY	FEDERAL	STATE	TOTAL	ITEM
18	FAI 80	Paterson - R.O.W.	Passaic	$1,800,000	$200,000	$2,000,000	18
19	" 80 & 95	Route 17 to Fort Lee - R.O.W.	Bergen	15,030,000	1,670,000	16,700,000	19
20	" 80 & 95	Route 17 to George Washington Bridge - Const.	Bergen	36,000,000	4,000,000	40,000,000	20
21	" 295	Route 47 to Verga, Route U.S. 130 - Const.	Gloucester	3,330,000	370,000	3,700,000	21
22		Joint Federal Project		869,351	96,595	965,946	22
23		Const., Eng., R.O.W., Utilities & Contract Adjustments	Statewide	2,727,409	* 1,303,045	4,030,454	23
			TOTAL	59,756,760	7,639,640	67,396,400	

* Includes $1,000,000 non-matching funds for Non-Federal Participating Items.

July 22, 1959
Revised September 15, 1959

1959-1960 CONSTRUCTION PROGRAM (CONTINUED)

Non-Federal Projects & Advanced R.O.W.

ITEM	ROUTE	DESCRIPTION	COUNTY	TOTAL STATE	ITEM
24	U.S.9	Absecon to Somers Point - Drainage	Atlantic	$100,000	24
25	5	Arcadian Way to Fort Lee Ferry - Slope Protection	Bergen	250,000	25
26	U.S.9	Mullica River Bridge - Demolition	Burlington	55,000	26
27	U.S.130	Camden to Bordentown-Resurfacing,Barrier Curb,Jug Handles & Sh.Stabil.	Burl.& Camden	2,500,000	27
28	U.S.130	Pennsauken R. R. Underpass - Drainage	Camden	75,000	28
29	U.S.130	Collingswood R. R. Underpass - Drainage	Camden	200,000	29
30	U.S.30	Admiral Wilson Blvd. - Two Pedestrian Overpasses & Barrier Curb	Camden	125,000	30
31	10	Livingston Circle - Easterly to Glendale Ave.-Widening,Resurf.& R.O.W.	Essex	470,000	31
32	23	Verona to Route U.S. 46 - Resurfacing & Sh. Stabilization	Essex & Passaic	425,000	32
33	7	River Road to Route 17 - Resurfacing & Sh. Stabilization	Hudson & Bergen	100,000	33
34	440	Danforth Ave. to Communipaw Ave.-Resurfacing & Sh.Stabilization	Hudson	250,000	34
35	69	Ringoes to Rocktown - Creeper Lanes	Hunterdon	250,000	35
36	12	Frenchtown - Reconstruction	Hunterdon	250,000	36
37	129	Scotch Road to Route U. S. 1 - R.O.W.	Mercer	1,000,000	37
38	28	Middlesex Borough - Resurfacing & Widening	Middlesex	800,000	38
39	35	Raritan Street, South Amboy - Ramp Revision	Middlesex	100,000	39
40	27	Grove Avenue, Metuchen - Intersection Revision	Middlesex	50,000	40
41	18	N. J. Turnpike to Milltown Road - R.O.W., Widening & Barrier Curb	Middlesex	1,000,000	41
42	35	Eatontown to Wall Township - Relocation R.O.W.	Monmouth	3,000,000	42
43	10	Ledgewood Circle to Salem Street - Widening & Resurfacing	Morris	1,000,000	43
44	72	Manahawkin Bridge to Garden State Parkway - R.O.W.	Ocean	500,000	44
45	35	Brick Township to Seaside Heights - Construction & R.O.W.	Ocean	1,000,000	45
46	U.S.22	Approaches to Phillipsburg Bridge - Rehabilitation	Warren	900,000	46

July 22, 1959
Revised September 15, 1959

1959-1960 CONSTRUCTION PROGRAM (CONTINUED)

Non-Federal Projects & Advanced R.O.W.

ITEM	ROUTE	DESCRIPTION	COUNTY	TOTAL STATE	ITEM
47		Route Location Study - Camden Area to Atlantic City Area	Camden-Atlantic	$175,000	47
48	54	Hammonton to Buena - Resurfacing & Sh.Stabilization	Atlantic	1,000,000	48
49		Miscellaneous - Construction, Engineering, R.O.W., Utilities and Contract Adjustments	Statewide	4,809,537	49
			TOTAL	$20,384,537	

Submitted by Harry A. Hartmann
Supervising Engineer

Approved Dwight R. G. Palmer
State Highway Commissioner

Recommended for Approval Neil MacDougall
Director & Chief Engineer
Planning & Research

Approved Robert B. Meyner
Governor

Recommended for Approval O. H. Fritzsche
State Highway Engineer

ROUTE 3 - HACKENSACK RIVER BRIDGE - SUPERSTRUCTURE
APPROACHES & R.O.W. $4,600,000

The improvement of Route 3, from the Lincoln Tunnel to Route U.S. 46, was initiated in the 1957-1958 Construction Program, and in the 1958-1959 Construction Program $3,700,000 was allocated for the purchase of right-of-way and the construction of the substructure of the proposed bridge over the Hackensack River.

The 1959-1960 Construction Program provides $4,600,000 for the construction of the superstructure of the Hackensack River Bridge, the completion of the approaches to the bridge and purchase of any further right-of-way that may be necessary.

The construction of the new bridge and approaches, together with the existing bridge, will provide three traffic lanes, in each direction, thus removing a serious traffic bottleneck. Future construction programs will provide for the completion of the widening project to the Lincoln Tunnel Approaches.

PRIMARY AND URBAN

ITEM (1)

Hudson County

APRIL 1959
JULY 1958
MARCH 1955

ROUTE 4 HACKENSACK AVENUE RAMPS - INTERSECTION REVISION $500,000

Traffic on Route 4 and Hackensack Avenue has increased tremendously due to the establishment of traffic attractors on both of these facilities. This additional traffic has caused severe congestion at the Hackensack Avenue Interchange.

This 1959-1960 Construction Program makes provision for the revision of the Interchange. The closely knit ramps, parallel to Route 4, will be converted to loop ramps thus providing more room for traffic movements and increasing the vehicular capacity of the Interchange.

ROUTE 17 - RIDGEWOOD AVENUE GRADE SEPARATION AND ISLAND CLOSINGS TO MIDLAND AVENUE $1.000.000

Due to the increased traffic, induced by the rapid development of the Metropolitan Area of North Jersey, and the heavy marginal development of Route 17, a general plan for the improvement of this route north of Route 4 has been underway.

Past construction programs have made it possible to improve other sections of Route 17 between Route 4 and the New York State line.

This present program provides for the construction of a grade separation at Ridgewood Avenue and Island Closings between Ridgewood Avenue and Midland Avenue. This improvement will eliminate many traffic hazards, especially left turns, and will add to the free flow of traffic in the area.

It is planned to complete the improvement of Route 17, from Route 4 to the New York State line, in future construction programs.

PRIMARY AND URBAN ITEMS (1) (2) (3)

Bergen County

APRIL 1959
JULY 1958
MARCH 1955

ROUTE 21 - HIGHFIELD LANE TO ROUTE 3 $2.000.000

The construction of Route 21 is to provide a modern highway, the greater portion of which is of freeway design, between two large urban areas, Newark and Paterson.

The 1956 - 1957 and the 1957 - 1958 construction programs provided for construction from William Street, Belleville, to Highfield Lane, Nutley.

The 1958 - 1959 program allocated funds for part construction from Highfield Lane to Route 3.

This 1959 - 1960 Construction Program provides funds for the completion of this work, including the interchange at Route 3.

Under future fiscal programs, Route 21 improvement will be continued northward to F.A.I. Route 80, in the vicinity of Paterson.

PRIMARY AND URBAN

ITEM 4

Passaic County

APRIL 1959
JULY 1958
MARCH 1955

ROUTE U.S. 22 - MOUNTAIN AVENUE, BOUND BROOK - GRADE SEPARATION, R.O.W. & CONSTRUCTION $1,800,000

Route U.S. 22 is one of the main New Jersey highways running from the New York Metropolitan Area to the West. Due to the rapid development of the area along Route U.S. 22, residentially and commercially, and the addition of large industries, traffic has increased to the point of congestion.

In line with the general plan of improving Route U. S. 22, from Newark to Somerville, with the construction of grade separations, jug handles, and barrier curb to eliminate left turns, it is now proposed to construct a grade separation at Mountain Avenue.

This Construction Program provides funds for the construction of this grade separation and any right-of-way which it may be necessary to acquire. The completion of this project will provide greater safety in the area and freedom from congestion.

PRIMARY AND URBAN

ITEM 5

Somerset County

APRIL 1959
JULY 1958
MARCH 1955

ROUTE U. S. 22 - LIBERTY AVENUE VIADUCT - R.O.W. & CONSTRUCTION $2,000,000

The steep grade on Route U. S. 22, on the Liberty Street Viaduct, has caused a severe traffic bottleneck due to the fact that heavy trucks, which comprise a large percentage of the vehicles using this route, are unable to make the grade at any reasonable speed and have tied-up long lines of traffic.

This 1959-1960 Construction Program will provide funds for the construction of an additional lane on each side of Route U. S. 22. This additional lane will serve as a creeper lane and will allow slow moving traffic to proceed on the third lane, thus permitting normal traffic to move more freely.

The cost of the improvement will be $2,000,000 and is part of a general plan to improve Route U. S. 22 as funds become available.

PRIMARY AND URBAN

ITEM 6

Union County

APRIL 1959
JULY 1958
MARCH 1955

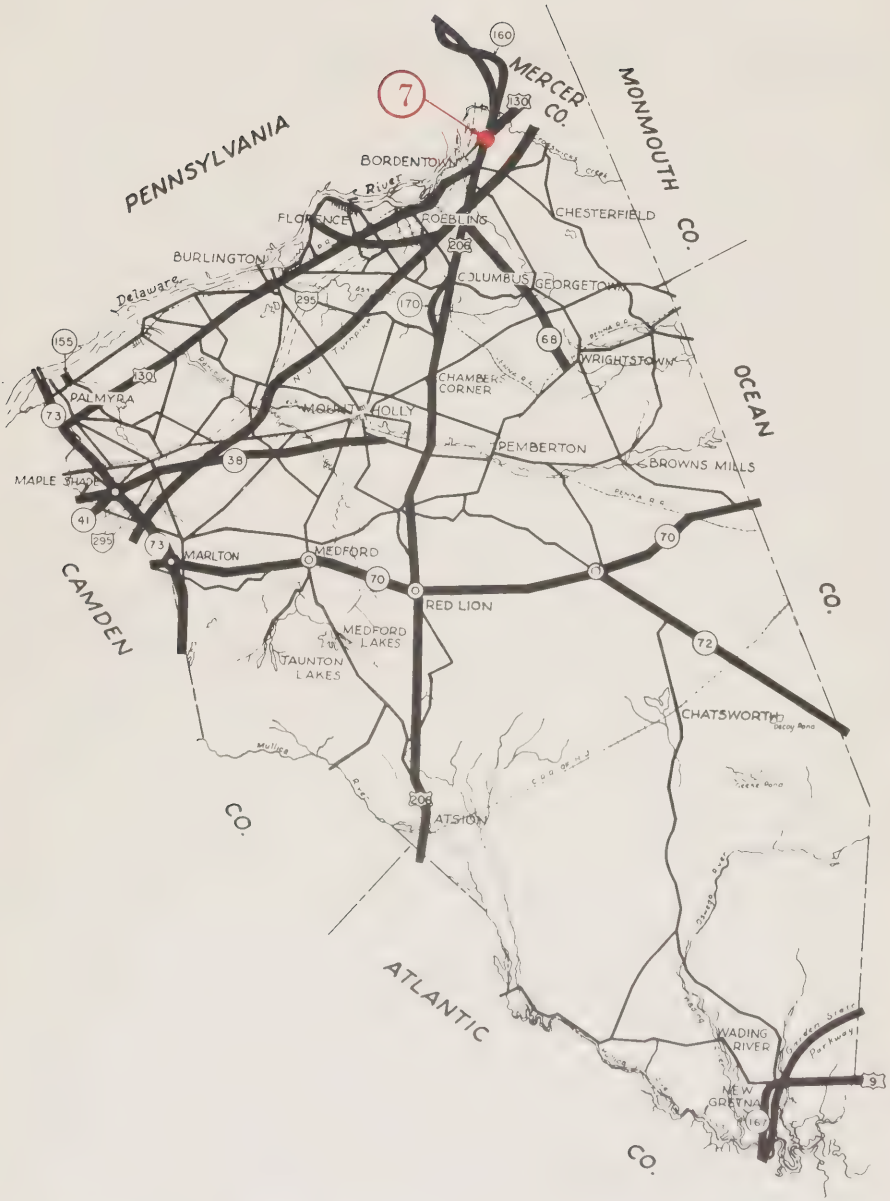
ROUTE U.S. 130 - ROUTE U.S. 206 & WARD STREET - GRADE SEPARATION, R.O.W., & CONSTRUCTION $2,000,000

The intersection of Route U. S. 130 and Route U. S. 206, in Burlington County, is a junction of two very heavily traveled highways. There has been much traffic congestion and many accidents due to the difficulty of making left turns at this intersection.

This 1959-1960 Construction Program will provide funds for the acquisition of right-of-way and the construction of a complete interchange of these two routes and will also provide for the elimination of the grade intersection at Ward Street which location has had a high accident experience.

The completion of this interchange will eliminate congestion in this area and will provide much greater safety than the present intersection at grade.

This project is part of the general plan to improve Route U. S. 130 from Bordentown to Camden, to provide greater safety and relieve traffic congestion.



PRIMARY AND URBAN

ITEM 7

Burlington County

APRIL 1959
JULY 1958
MARCH 1955

ROUTE U. S. 130 - HADDONFIELD ROAD - GRADE SEPARATION & COMPLETION OF 1958-1959 PROJECT $2,100,000

Haddonfield Road, or Sorrel Horse Road, extends from Route U. S. 130 near its junction with Route 73 to Haddonfield. Much traffic uses this road from North Philadelphia, via the Tacony-Palmyra Bridge and Route 73, to the Garden State Race Track and the Haddonfield area.

The left turn slot at Route U. S. 130 and Haddonfield Road is entirely inadequate to handle traffic at this intersection.

The construction program for 1958-1959 provided funds for part construction of a grade separation at Route U. S. 130 and Haddonfield Road. It was also necessary to provide major improvements on Route U. S. 130 in this area.

This construction program provides for the completion of this project and is part of the general plan to improve Route U. S. 130 in Burlington, Camden and Gloucester Counties.

PRIMARY AND URBAN

ITEM 8

Camden County

APRIL 1959
JULY 1958
MARCH 1955

ROUTE 129 - ROUTE 29 TO SCOTCH ROAD - COMPLETION OF PROJECT- $2,220,900

In a previous Contruction Program, 1957-1958, provision was made for the construction of a replacement bridge in the Wilburtha area. The former bridge had been destroyed by the flood in August 1955. This previous construction program also provided funds for the purchase of right-of-way and construction of a large portion of the route to Scotch Road.

This 1959-1960 Construction Program provides for the completion of the project from Route 29 to Scotch Road. This will enable bridge traffic and Route 29 traffic to use this portion of Route 129 between the bridge and Scotch Road.

Another item in this Construction Program provides for the purchase of right-of-way to Route U. S. 1 in the vicinity of Bakers Basin. Future construction programs will provide for the completion of the construction to Route U. S. 1. The completion of the project to Route U. S. 1 will enable the bridge traffic and Route 29 traffic to have full use of this route, thus supplying a major route north of the Trenton area.

PRIMARY AND URBAN

ITEM 9

Mercer County

APRIL 1959
JULY 1958
MARCH 1955

ROUTE U. S. 40 - ROUTE 48 TO DELAWARE MEMORIAL BRIDGE - R.O.W., UTILITIES AND CONSTRUCTION - $2,500,000

Considerable traffic between the South Jersey shore resorts and the Delaware Memorial Bridge uses that portion of Route U. S. 40 from Route 48 to the Delaware Memorial Bridge. The existing highway has only two lanes for travel and is in poor condition.

This construction program allocates funds for the complete project, right-of-way, utilities and construction. A dual highway, with a substantial median and with two lanes, in each direction, and improved shoulders, will be constructed. Complete interchanges and ramps will aid the free flow of traffic from Route 48 to the Delaware Memorial Bridge.

PRIMARY AND URBAN

ITEM 10

Salem County

APRIL 1959
JULY 1958
MARCH 1955

ROUTE U. S. 202 - THREE BRIDGES TO HOLLAND BROOK - DUALIZATION - $3,000,000

Route U. S. 202 exists as a two lane highway with ten foot shoulders on each side. The capacity of this road has become inadequate to carry present day traffic and many accidents have resulted through the attempts of drivers to pass one another on the narrow roadway. The original construction provided for one-half of a dual highway. Right-of-way had been purchased for a complete dualization and plans had been made for the complete construction to take place when funds were made available.

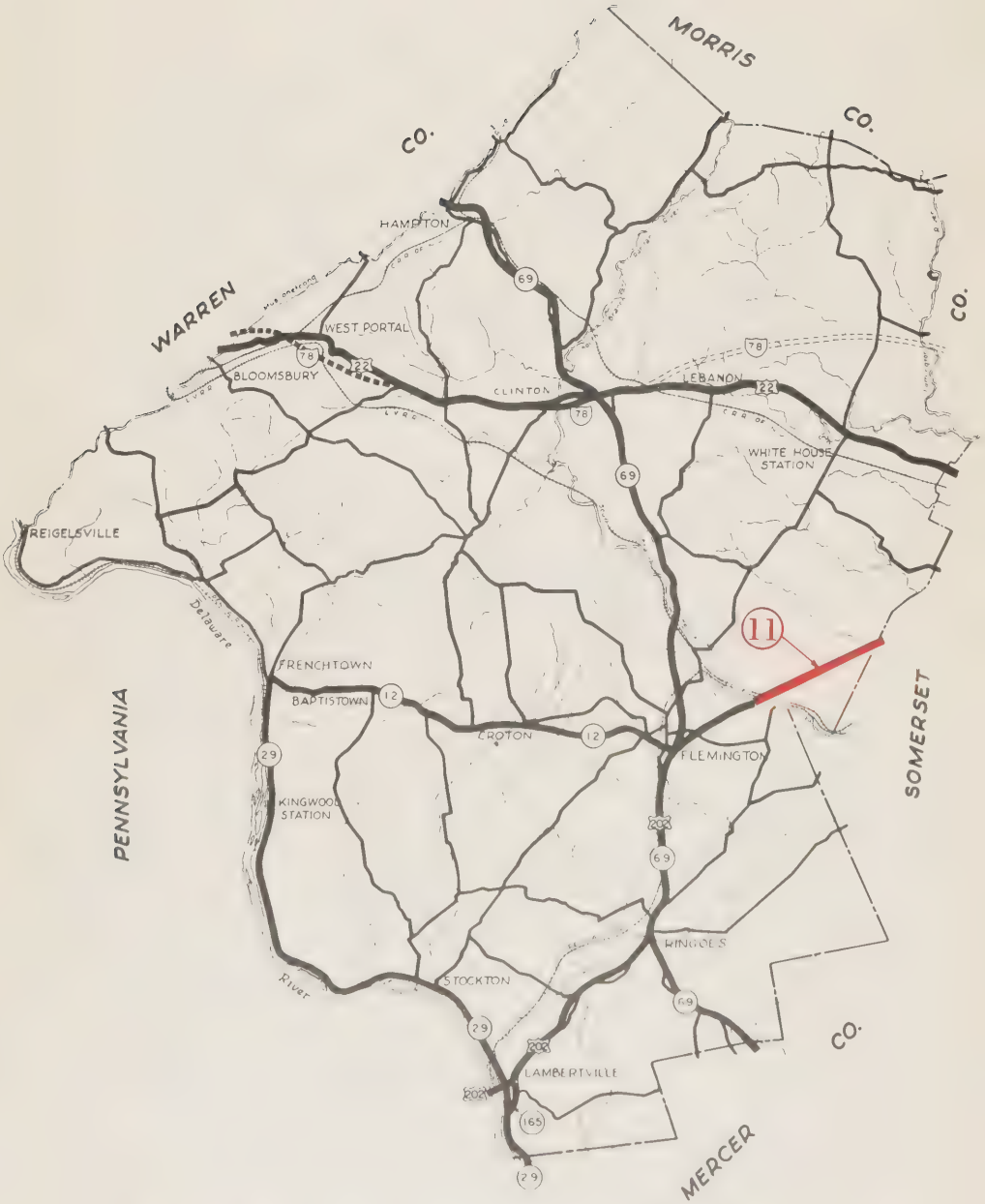
Construction programs of previous years have allocated funds for the dualization of various sections of the above route. This work is now completed or under construction.

The current construction program provides for the dualization of the last section to be done between Somerville and Flemington. This is the section from Three Bridges to Holland Brook.

With the completion of this project, Route U. S. 202, from Somerville to Flemington, will be completely dualized and should provide an excellent traffic facility between the two localities for some years to come.

1959 - 1960 CONSTRUCTION PROGRAM
July 22, 1959

ITEM 11

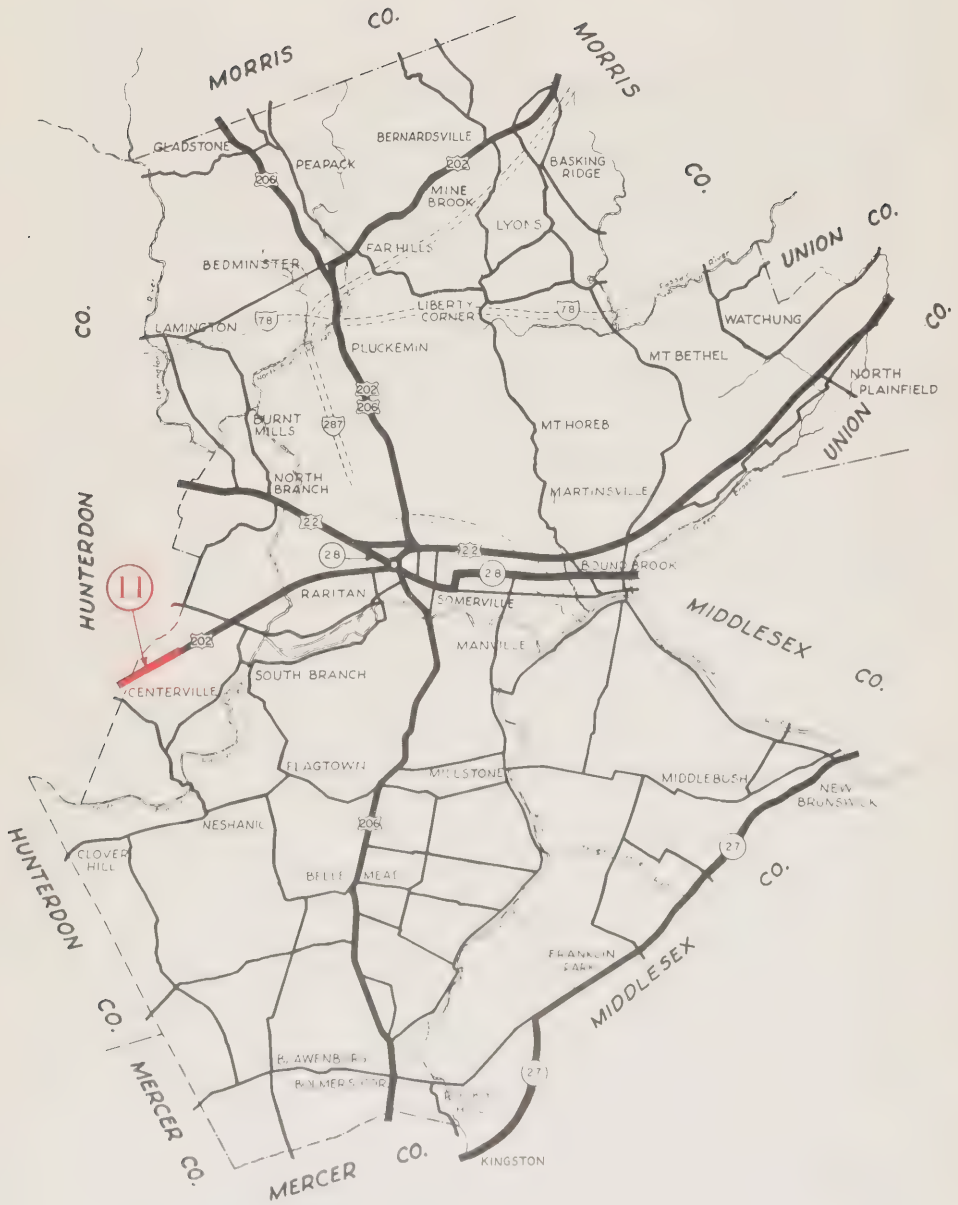


PRIMARY AND URBAN

ITEM (11)

Hunterdon County

APRIL 1959
JULY 1958
MARCH 1955



PRIMARY AND URBAN

ITEM 11

Somerset County

APRIL 1959
JULY 1958
MARCH 1955

ROUTE 208 - N.Y.S.&W. R.R. BRIDGE - CONSTRUCTION - $400,000

Previous construction programs provided for the construction of one-half of a dual highway from Route 4 to Colonial Road. This work is now under construction or about to be placed under construction.

This item in the current program provides for the construction of a bridge over the N.Y.S.&W. R.R. Future construction programs will provide for the completion of other bridges between Colonial Road and Oakland and also the completion of one-half the dual highway to Oakland.

PRIMARY AND URBAN

ITEM 12

Bergen County

APRIL 1959
JULY 1958
MARCH 1955

ROUTE U. S. 322 - WEYMOUTH TO COUNTY ROAD SPUR 561 - DUALIZATION - $1,500,000

Route U. S. 322 from Williamstown to Route 50 had been a three lane highway. Previous construction programs provided for a dualization from McKee City to Weymouth. This current construction program provides for the dualization from Weymouth to County Road Spur 561. Provision will be made for two traffic lanes in each direction with barrier curbs, improved channelization and jug handles to eliminate left turns.

Construction of the Route 42 Freeway is completed to Turnersville, Route 42. This new route will bring a large part of the traffic, crossing the Delaware River at Camden and Gloucester, destined to South Jersey and the coastal resorts, to Route U. S. 322.

It is planned to continue the dualization of Route U. S. 322 under subsequent construction programs.

PRIMARY AND URBAN

ITEM (13)

Atlantic County

APRIL 1959
JULY 1958
MARCH 1955

ROUTE U. S. 1 - WOODBRIDGE AVENUE GRADE SEPARATION, R.O.W. AND CONSTRUCTION $2,000,000

The intersection of Route U. S. 1 and Woodbridge Avenue, in Middlesex County, is a skew intersection and is a point of very heavy traffic concentration. Due to the heavy traffic and large area involved in the intersection, traffic control by signals has been difficult and inadequate. This area has also been the scene of many traffic accidents.

This construction program provides funds for the purchase of right-of-way and the construction of a grade separation, including the necessary ramps. The improvement is another one in a general plan to improve Route U. S. 1 from Trenton to Elizabeth.

PRIMARY AND URBAN

ITEM 14

Middlesex County

APRIL 1959
JULY 1958
MARCH 1955

JOINT FEDERAL PROJECT - $517,510

This actually consists of our Planning and Traffic organization, which must be maintained under the Congressional Act creating Federal Aid to Highway Departments.

Unless the allocated 1 1/2 per cent of Federal Aid Funds is applied to this organization, the remaining Federal Funds may not be utilized.

The work consists of maintaining traffic records, road life studies, the preparation of road type county maps, various phases of research of traffic designs for incorporation in construction projects, the participation in research on a National level, and the work of special studies and research projects called for in the Federal Aid Highway Act of 1956.

MISCELLANEOUS, CONSTRUCTION, P.O.W., ENGINEERING, UTILITIES & CONTRACT ADJUSTMENTS

Urban - $2,053,236
Primary - 1,500,000

These items include the cost of such miscellaneous projects as the construction of creeper lanes, barrier curbs, the closing of island openings, and the revision of intersections which are necessary with the installation of traffic signals, and minor drainage improvements.

Also included is the cost of right-of-way, construction, engineering and utilities, not specifically provided in other items of this program.

These items also include amounts available for contract adjustments. It is to be noted that separate Miscellaneous items are provided for urban and primary projects. There is set up in each item $500,000 for Federal Non-Participating work.

ROUTE F.A.I. 80 - PATERSON - RIGHT-OF-WAY - $2,000,000

It is expected that construction of the lower deck of the George Washington Bridge will be completed in 1962. At that time an increased amount of traffic will be thrown upon the New Jersey Highway approaches, which are already at peak capacity at many times. It is extremely necessary that Route F.A.I. 80 be completed from the George Washington Bridge to Paterson, to accommodate the anticipated traffic load from the George Washington Bridge when the lower deck is completed.

The previous construction program provided for the construction of the Passaic River Bridge so that excavation material might be transported from Paterson to East Paterson.

This item in the construction program, provides partly for the acquisition of right-of-way in the Paterson area. Future construction programs will allocate funds for further acquisition of right-of-way and construction in this area.

INTERSTATE ITEM 18

Passaic County

APR. 1959
SEPT. 1958
MARCH 1955

ROUTES F.A.I. 80 & 95 - ROUTE 17 TO FORT LEE - R.O.W. $16,700,000

Since the double-decking of the George Washington Bridge will be completed in 1962, and additional traffic generated by this enlarged River crossing, will flood our New Jersey Highway Approaches at that time, it is extremely essential that Routes F.A.I. 80 & 95, in Bergen County, be completed at the same time.

Previous construction programs have provided funds for some right-of-way acquisitions and demolition of some structures.

This current construction program makes further provision for the acquisition of right-of-way on Routes F.A.I. 80 & 95 in Bergen County. State Matching Funds are to be provided by the Port of New York Authority.

The following Item, in this construction program, makes provision for construction on this route in Bergen County.

ROUTES F.A.I. 80 & 95 - ROUTE 17 TO GEORGE WASHINGTON BRIDGE
CONSTRUCTION - ~~$49,000,000~~ $55,300,000 ?

The previous item in this construction program allocates funds for the acquisition of right-of-way from the Passaic River Bridge to Fort Lee. Some right-of-way has already been purchased and some demolition of structures has been made.

It is anticipated that the lower deck of the George Washington Bridge will be completed in 1962. To meet the demands of the increased traffic, induced by adding six lanes to the above structure, it is very essential that Routes F.A.I. 80 and 95, in Bergen County, be completed at the same time.

Routes F.A.I. 80 and 95 in Bergen pass through one of the most highly developed urban areas in New Jersey. Right-of-way acquisition and damages are of the highest in the State, it being necessary at times to acquire whole blocks of residences or large industrial plants.

Construction costs are also very high, since it is necessary to construct many viaducts and bridges due to the highly urbanized development of the region. The need for 8 - 10 - 12 and 14 multilane sections of highway, to accommodate the tremendous amount of traffic, has also materially boosted cost estimates.

This item in the construction program makes provision for the greater bulk of the construction in Bergen County, and it is anticipated that large contracts for construction will be awarded in the near future. State funds for matching Federal Aid, for this project, will be provided by the Port of New York Authority.

Subsequent construction programs will provide for the remainder of construction of Routes F.A.I. 80 and 95 in Bergen County

INTERSTATE ITEMS (19) (20)

Bergen County

APRIL 1959
JULY 1958
MARCH 1955

ROUTE F.A.I. 295 - ROUTE 47 TO VERGA, ROUTE U. S. 130 - CONSTRUCTION
$3,700,000

Under previous construction programs, funds have been allocated for construction of Route F.A.I. 295, from Warwick Road to Route 47 to the south. Construction projects are now completed, or under way within these limits. Funds have also been allocated for purchase of right-of-way from Route 47 to Verga on Route U. S. 130.

This current construction program makes funds available for complete construction between Route 47 and Verga, Route U. S. 130.

The completion of this item will make available the use of Route F.A.I. 295 from Warwick Road to Verga, and will thus provide a section of the By-Pass Route around the Camden Urban Area.

Subsequent construction programs will make provision for the construction of Route F.A.I. 295, northward to N. J. Route 73, as funds become available.

INTERSTATE ITEM (21)

Gloucester County

APRIL 1959
JULY 1958
MARCH 1955

JOINT FEDERAL PROJECT - $965,946

This item in the construction program actually provides monies for the Planning and Traffic Organization, which must be maintained under the Congressional Act creating Federal Aid to Highway Departments.

Unless the allocated 1 1/2 per cent of Federal Aid Funds is applied to this organization the remaining Federal Funds may not be utilized.

The work consists of maintaining traffic records, road life studies, the preparation of maps, various phases of research, participation of research on a national level and the work of special studies and research projects called for in the Federal Aid Highway Act of 1956.

CONSTRUCTION, ENGINEERING, RIGHT-OF-WAY, UTILITIES & CONTRACT ADJUSTMENTS - $4,030,454

This item, in the current construction program, makes provision for construction, engineering, right-of-way and utilities not specifically provided for in other items of the program.

An amount of $1,000,000 of non-matching State funds is set up for non-Federal participating items in the various projects.

Provision is also made for Contract Adjustments.

ROUTE U. S. 9 - ABSECON TO SOMERS POINT - DRAINAGE $100,000

This item makes funds available for the correction of a flooding condition, between Absecon and Somers Point, due to the extremely level terrain.

NON FEDERAL AID

ITEM (24)

Atlantic County

APRIL 1959
JULY 1958
MARCH 1955

ROUTE 5 - ARCADIAN WAY TO FORT LEE FERRY - SLOPE PROTECTION $250,000

This item makes provision for the construction of slope protection on Route 5, where considerable erosion and sliding rock has endangered moving traffic.

1959 - 1960 CONSTRUCTION PROGRAM
July 22, 1959

ITEM 25

NON FEDERAL AID ITEM (25)

Bergen County

APRIL 1959
JULY 1958
MARCH 1955

ROUTE U. S. 9 - MULLICA RIVER BRIDGE - DEMOLITION - $55,000

When the Garden State Parkway was constructed, in the Mullica River area, all traffic which formerly used Route U. S. 9 was channelled over the new highway structure constructed over the Mullica River by the New Jersey Highway Authority. The existing bridge on Route U. S. 9 is no longer used and plans have been made for its demolition.

This current construction program makes funds available for the demolition of the old bridge crossing the Mullica River on Route U. S. 9.

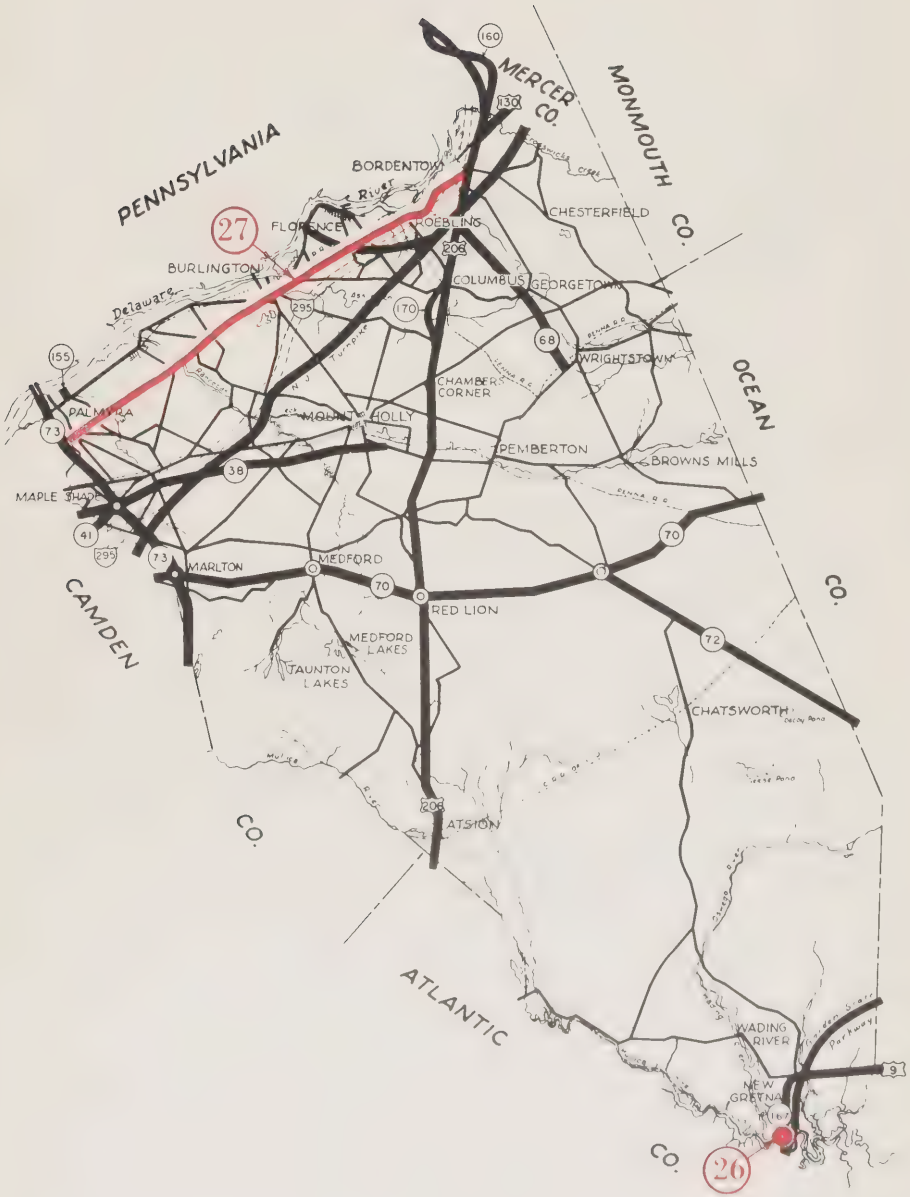
ROUTE U. S. 130 - CAMDEN TO BORDENTOWN - RESURFACING, BARRIER CURB, JUG HANDLES & SHOULDER STABILIZATION $2,500,000

The area of the State between Camden and Bordentown has seen rapid development, both residentially and industrially, and traffic has increased on Route U. S. 130 so that much congestion results and traveling has become hazardous. A general plan has been adopted to improve Route U. S. 130 between Camden and Bordentown as soon as funds would become available for this work. Some work has already been done in the Camden, Pennsauken Township and Cinnaminson Township areas.

This current construction program provides for a further improvement between Camden and Bordentown. The concrete pavement has deteriorated and is very rough and the median is too narrow to provide safety for necessary turning movements.

This current construction program makes provision for resurfacing, construction of barrier curbs, jug handles and shoulder stabilization.

The amount of money set up for this improvement may be insufficient but will at least provide part of a much needed improvement for a portion of this route.



NON FEDERAL AID ITEMS (26) (27)

Burlington County

APRIL 1959
JULY 1958
MARCH 1955

ROUTE U. S. 130 - PENNSAUKEN RAILROAD UNDERPASS - DRAINAGE - $75,000

Flooding of the Pennsauken Railroad Underpass has resulted frequently during heavy rains. This current construction program makes provision for the reconstruction of the drainage system to prevent flooding conditions.

1959 - 1960 CONSTRUCTION PROGRAM
July 22, 1959

ITEM 28

ROUTE U. S. 130 - COLLINGSWOOD RAILROAD UNDERPASS - DRAINAGE - $200,000

Flooding of the Collingswood Railroad Underpass has resulted frequently during heavy rains. This current construction program makes provision for the reconstruction of the drainage system to prevent flooding conditions.

1959 - 1960 CONSTRUCTION PROGRAM
July 22, 1959

ITEM 29

ROUTE U. S. 30 - ADMIRAL WILSON BOULEVARD - TWO PEDESTRIAN OVERPASSES AND BARRIER CURB - $125,000

Admiral Wilson Boulevard in Camden, is a multilane highway leading from the Benjamin Franklin Bridge, and carries a tremendous volume of traffic from the Philadelphia area to the South Jersey shore resorts. Due to the many lanes of travel and the wide highway, there have been numerous fatalities within recent years. These fatalities consist mainly of pedestrians.

This current construction program makes provision for the construction of two pedestrian overpasses and barrier curb throughout the length of Admiral Wilson Boulevard.

NON FEDERAL AID ITEMS 27 28 29 30

Camden County

APRIL 1959
JULY 1958
MARCH 1955

ROUTE 10 - LIVINGSTON CIRCLE - EASTERLY TO GLENDALE AVENUE - WIDENING, RESURFACING & R.O.W. - $470,000

Route 10 between Livingston Circle and Glendale Avenue carries heavy traffic and is frequently congested. The pavement of the Route is only 20' wide and does not permit suitable passing areas.

This current construction program provides for widening pavement to 50', resurfacing and revising drainage facilities.

1959 - 1960 CONSTRUCTION PROGRAM
July 22, 1959

ITEM 31

ROUTE 23 - VERONA TO ROUTE U. S. 46 - RESURFACING & SHOULDER STABILIZATION - $425,000

Route 23, between Verona and Route U. S. 46, consists of an old pavement which is deteriorating and maintenance costs are becoming prohibitive.

This current construction program provides for the resurfacing of this section of Route 23.

1959 - 1960 CONSTRUCTION PROGRAM
July 22, 1959

ITEM 32

NON FEDERAL AID ITEMS (31) (32)

Essex County

APRIL 1959
JULY 1958
MARCH 1955

NON FEDERAL AID

ITEM (32)

Passaic County

APRIL 1959
JULY 1958
MARCH 1955

ROUTE 7 - RIVER ROAD TO ROUTE 17 - RESURFACING $100,000

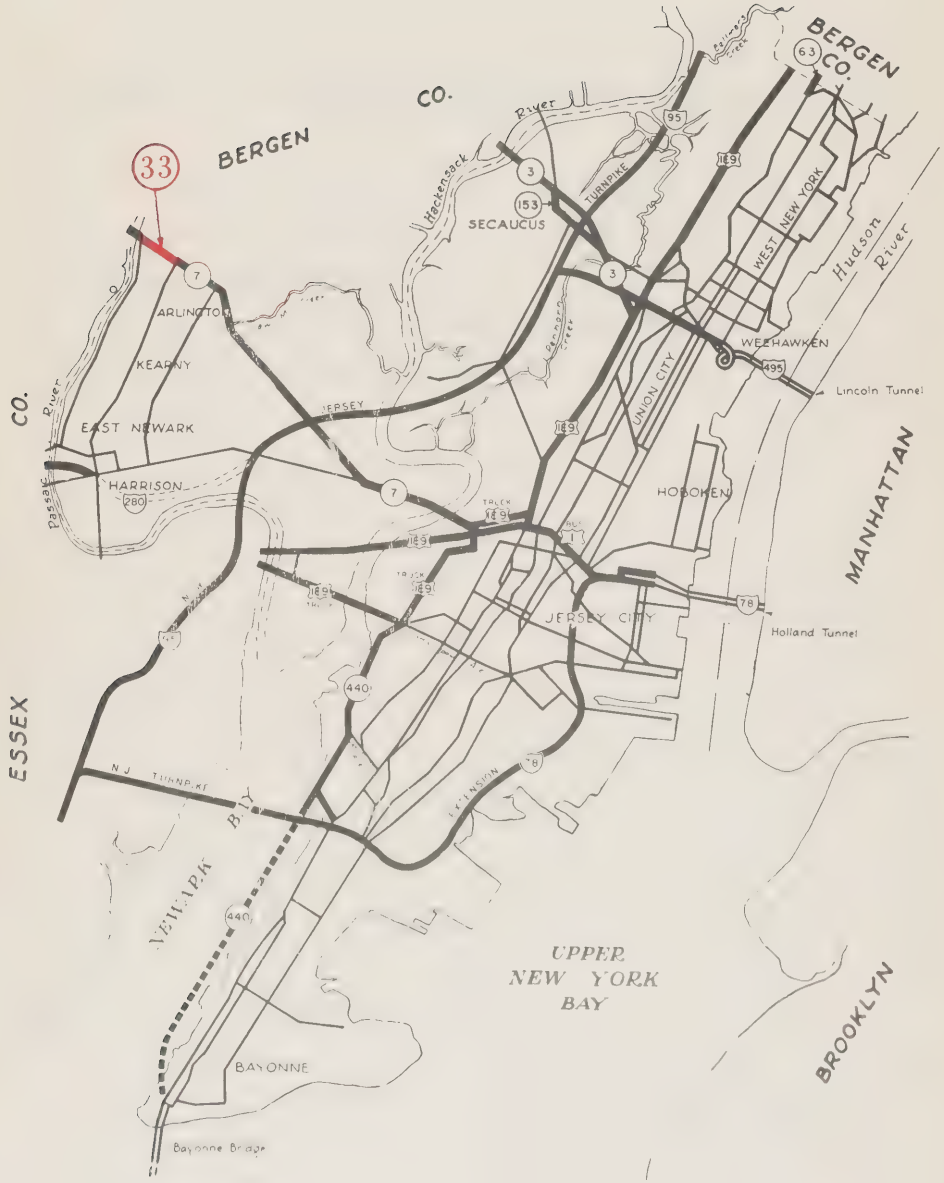
The pavement on Route 7, between the River Road and Route 17, carries heavy traffic and has become rough.

This current construction program provides for the resurfacing of Route 7.

NON FEDERAL AID ITEM (33)

Bergen County

APRIL 1959
JULY 1958
MARCH 1955



NON FEDERAL AID ITEM 33

Hudson County

APRIL 1959
JULY 1958
MARCH 1955

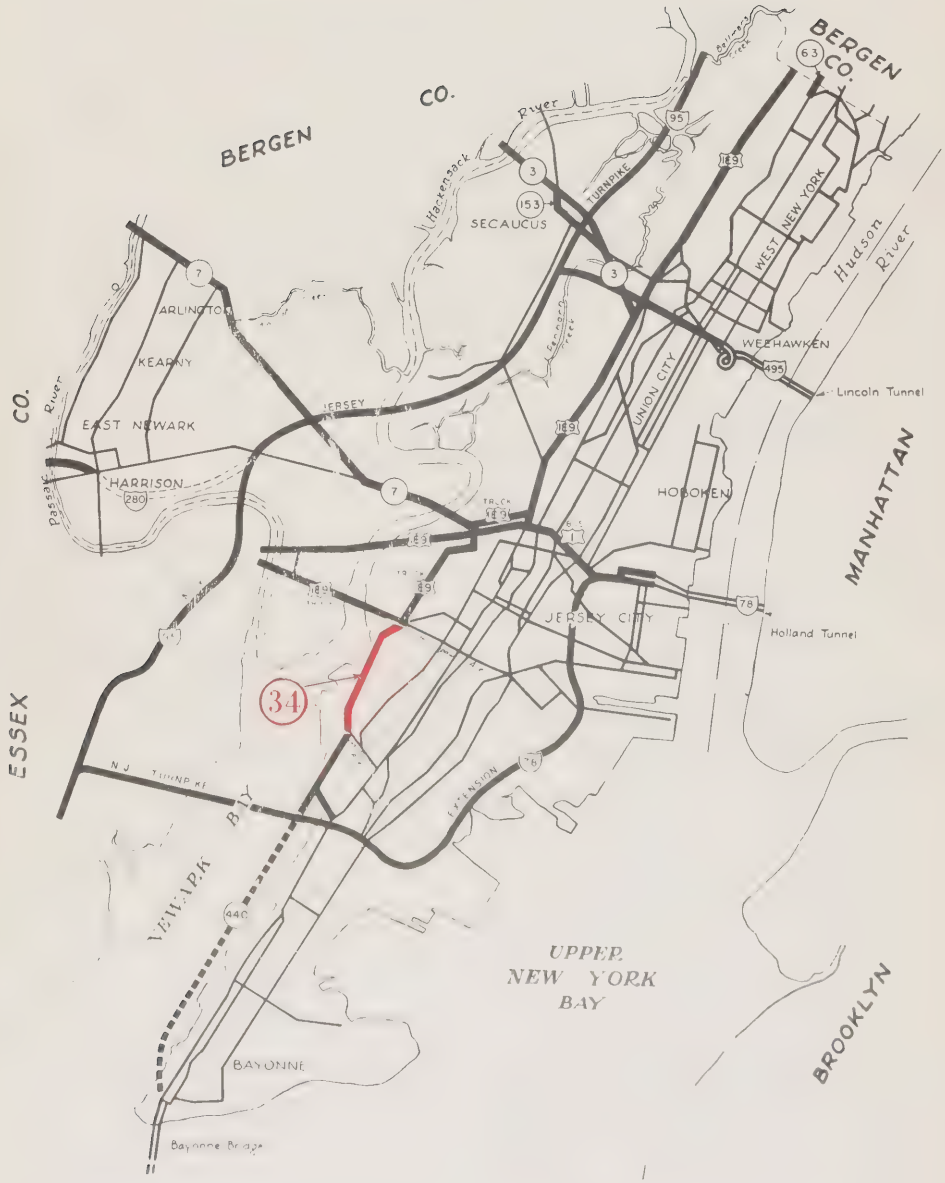
ROUTE 440 - DANFORTH AVENUE TO COMMUNIPAW AVENUE - RESURFACING AND SHOULDER STABILIZATION $250,000

Route 440, between Danforth Avenue and Communipaw Avenue, carries a large volume of heavy truck traffic. The pavement has become rough and the shoulders are full of holes.

This current construction program makes provision for the resurfacing and stabilization of shoulders of this section of Route 440.

1959 - 1960 CONSTRUCTION PROGRAM
July 22, 1959

ITEM 34



NON FEDERAL AID ITEM (34)

Hudson County

APRIL 1959
JULY 1958
MARCH 1955

ROUTE 69 - RINGOES TO ROCKTOWN - CREEPER LANES $250,000

This section of Route 69, between Ringoes and Rocktown, is on a steep grade. Heavily loaded trucks trying to make this grade have slowed down to a point where all traffic was delayed.

This 1959-1960 construction program provides for the construction of creeper lanes in addition to the two existing travel lanes, so that slower moving vehicles may pull to the right and use these lanes, and create a minimum of delay to traffic as a whole.

1959 - 1960 CONSTRUCTION PROGRAM
July 22, 1959

ITEM 35

ROUTE 12 - FRENCHTOWN - RECONSTRUCTION $250,000

Existing pavement on Route 12, in Frenchtown, is of a temporary nature and unsuitable for present day traffic demands. This current construction program provides for the reconstruction of Route 12 in the Frenchtown area.

1959 - 1960 CONSTRUCTION PROGRAM
July 22, 1959

ITEM 36

NON FEDERAL AID ITEMS 35 36

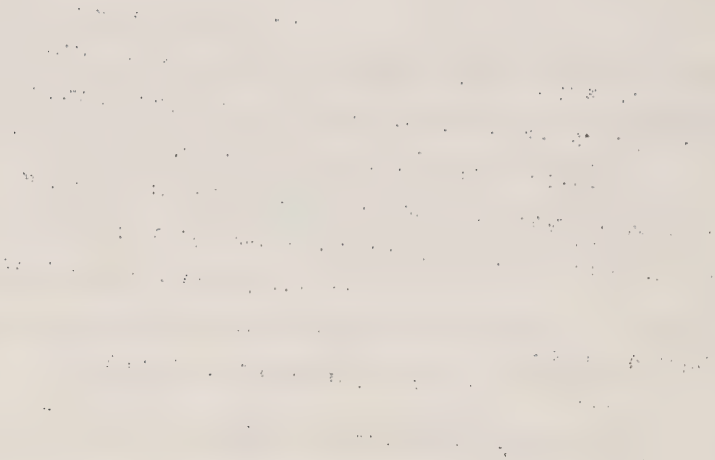
Hunterdon County

APRIL 1959
JULY 1958
MARCH 1955

ROUTE 129 - SCOTCH ROAD TO ROUTE U. S. 1 - R.O.W. - $1,000,000

Under previous construction programs, a new bridge is being constructed across the Delaware River, and Route 129 is being constructed from the bridge to Scotch Road.

Under this current construction program provision is made for the advance purchase of right-of-way from Scotch Road to Route U. S. 1 Following construction programs will provide for the construction of Route 129 from Scotch Road to Route U. S. 1 The final construction of this project will eventually provide a belt route around the urban area of Trenton.



NON FEDERAL AID

ITEM 37

Mercer County

APRIL 1959
JULY 1958
MARCH 1955

ROUTE 28 - MIDDLESEX BOROUGH - RESURFACING & WIDENING $800,000

Route 28, through Middlesex Borough, is a narrow two lane road carrying a large volume of traffic. Pavement is rough and the shoulders have deteriorated. This current construction program makes provision for the widening and resurfacing of Route 28 in Middlesex Borough.

ITEM 38

ROUTE 35 - RARITAN STREET, SOUTH AMBOY - RAMP REVISION $100,000

The interchange at Raritan Street and Route 35, South Amboy, has frequently become badly congested and it has been decided that a redesign of the ramps is now necessary. This current construction program provides funds for a revision of these ramps.

ITEM 39

ROUTE 27 - GROVE AVENUE, METUCHEN - INTERSECTION REVISION $50,000

In order for the traffic signal installed at Grove Avenue and Route 27 to function efficiently, it is necessary that the intersection be revised. This current construction program provides funds for the reconstruction of this intersection.

ITEM 40

ROUTE 18 - NEW JERSEY TURNPIKE TO MILLTOWN ROAD - R.C.W., WIDENING AND BARRIER CURB $1,000,000

The area surrounding Route 18, between New Brunswick and Old Bridge, has experienced rapid development both residentially and commercially. Fringe development along Route 18 has been especially heavy. It has been our long range plan to improve this road by adding additional lanes, constructing barrier curbs and jug handles. Part of this construction has been completed; namely, in the area of the New Jersey Turnpike and in the area of Prospect Street in East Brunswick Township.

This current construction program provides funds for the improvement of all unprogrammed sections between the New Jersey Turnpike and Milltown Road.

NON FEDERAL AID ITEMS (38) (39) (40) (41)

Middlesex County

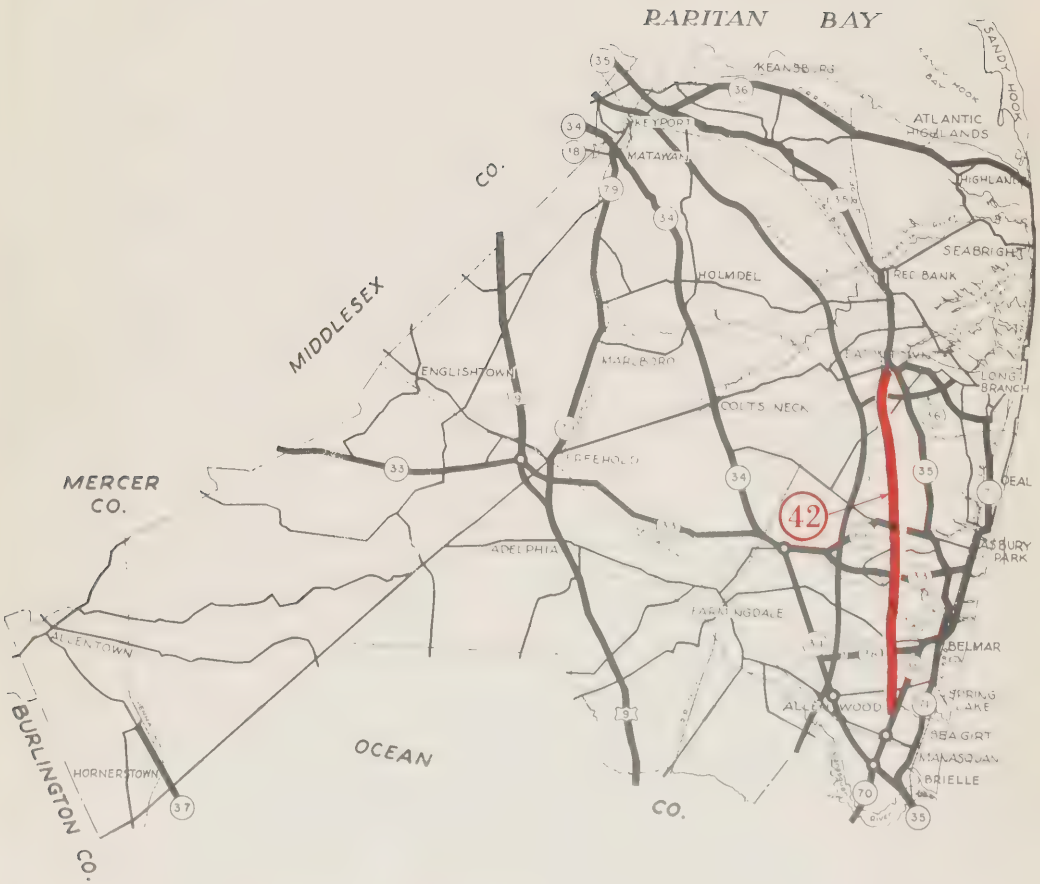
APRIL 1959
JULY 1958
MARCH 1955

ROUTE 35 - EATONTOWN TO WALL TOWNSHIP - RELOCATION, R.O.W. ONLY - $3,000,000

Route 35 between Eatontown and Wall Township carries very heavy traffic generated by the adjacent shore area. Traffic has reached a point of heavy congestion so that the existing Route 35 is no longer adequate.

Plans are now under way to construct a highway, on new location, west of the existing Route 35. This highway will be of freeway design and will not be subject to the marginal development and congestion that now exists on Route 35.

This current construction program makes funds available for the purchase of advanced right-of-way from Eatontown to Wall Township.



NON FEDERAL AID ITEM (42)

Monmouth County

JULY 1958
MARCH 1955

ROUTE 10 - LEDGEWOOD CIRCLE TO SALEM STREET - WIDENING & RESURFACING
$1,000,000

The section of Route 10 between Ledgewood Circle and Salem Street is paved with a concrete type surface which has become rough due to heavy traffic and weathering of the surface. Maintenance costs of pavement and shoulders have become excessive.

This current construction program makes provision for minor widening, pavement resurfacing, and the stabilization of shoulders on that section of Route 10 between Ledgewood Circle and Salem Street.

NON FEDERAL AID ITEM (43)

Morris County

APRIL 1959
JULY 1958
MARCH 1955

1959 - 1960 CONSTRUCTION PROGRAM
July 22, 1959

ITEM 45

ROUTE 72 - MANAHAWKIN BRIDGE TO CARDEN STATE PARKWAY - R.O.W. - $500,000

Since the construction of the Garden State Parkway there has been rapid development in the South Jersey Shore areas. Traffic on Route 72, from the mainland to Long Beach Island, has increased to the extent that serious congestion results between the bridge over Barnegat Bay and the Garden State Parkway. This is a two lane highway encumbered by traffic signals and cross roads. There exists a long range plan to improve Route 72 from Ship Bottom to the Garden State Parkway. The bridge across Barnegat Bay, consisting of two lanes in each direction, has recently been completed. This recent construction has added further to the congestion between the newly constructed bridge and Route U. S. 9.

This current construction program makes provision for the purchase of right-of-way for an improved highway from the newly constructed bridge across Barnegat Bay to the Garden State Parkway. Subsequent construction programs will make provision for construction on this section of Route 72.

ITEM 44

ROUTE 35 - BRICK TOWNSHIP TO SEASIDE HEIGHTS - CONSTRUCTION & R.O.W. - $1,000,000

The development of the seashore area, between Mantoloking and Seaside Heights, has resulted in very heavy traffic on Route 35, a two lane highway, to the extent that serious congestion is a common occurrence on nearly every day during the summer.

The existing railroad right-of-way, between Montoloking and Seaside Heights, upon which rail service was abandoned several years ago, provides the right-of-way for a proposed highway parallel to Route 35. Construction of this proposed route would more than double the traffic capacity of our routes paralleling the beaches.

This current construction program provides for the purchase of any necessary right-of-way and also the construction of this new route on abandoned railroad right-of-way from Brick Township to Seaside Heights.

NON FEDERAL AID ITEMS 44 45

Ocean County

JULY 1958
MARCH 1955

ROUTE U. S. 22 - APPROACHES TO PHILLIPSBURG BRIDGE - REHABILITATION - $900,000

In order to provide for proper toll collection and eliminate serious congestion and delays to the traveling public, it has been found necessary to reconstruct the approaches to the Phillipsburg Bridge.

This current construction program makes provision for the reconstruction of the approaches to the Phillipsburg Bridge.

1959 - 1960 CONSTRUCTION PROGRAM
July 22, 1959

ITEM 46

NON FEDERAL AID

ITEM 16

Warren County

APRIL 1959
JULY 1958
MARCH 1955

ROUTE LOCATION STUDY - CAMDEN AREA TO ATLANTIC CITY AREA - $175,000

With the rapid development of the Camden Metropolitan area and the construction of the Walt Whitman Bridge, crossing the Delaware River at Camden, there has been a great demand for a first class highway from this urban area to the shore resorts of South Jersey. This proposed route would, of necessity, be of freeway design characteristics.

This current construction program provides funds for a feasibility study for a freeway extending from the Camden Metropolitan area to the Atlantic City area.

ROUTE 54 - HAMMONTON TO BUENA - RESURFACING & SHOULDER STABILIZATION $1,000,000

Route 54 is the main travel artery between Hammonton, Vineland and Millville. The pavement surface is deteriorated and shoulders are in poor condition.

This item in the current construction program provides for resurfacing of the pavement and stabilization of the shoulders.

NON FEDERAL AID

ITEM 48

Atlantic County

APRIL 1959
JULY 1958
MARCH 1955

MISCELLANEOUS - CONSTRUCTION, ENGINEERING, R.O.W., UTILITIES & CONTRACT ADJUSTMENTS - $4,809,537

This item includes the cost of such miscellaneous projects as the construction of creeper lanes, barrier curbs, the closing of island openings, the revision of intersections for the installation of traffic signals, and minor drainage improvements.

Also included is the cost of engineering, right-of-way acquisition, utilities, and construction, not provided for specifically in other items of this construction program.

Included also are funds necessary for contract adjustments.

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